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CENTRAL INTELLIGENCE AGENCY

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COUNTRY Hungary

REPORT

SUBJECT Construction of Railway Lines, *(Tunnels)*,
Bridges and Stations

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information on the following 50X1-HUM
subjects:

- a. the railway tunnel near Abaliget;
- b. plans for the new railway line from Satoraljaújhely to Kosice, Czechoslovakia;
- c. the railway station at Papa (with an attached sketch);
- d. construction of a secondary railway line from Vac to Mt. Nagyszal;
- e. construction of a new railroad bridge on the Drava river between Gyekenyes and Botovo, Yugoslavia.

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A. Railway tunnel near Abaliget ~~on the Budapest-Pusztaszabolcs-Pecs-Monacs~~
line.

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On the railway connecting Budapest with Mohacs, via Pusztaszabolcs-Pecs (known officially as line #40), the line crosses the Mecsek Mountains near Abaliget by means of a tunnel. The tunnel is located at the 199-kilometer mark (kilometers are figured starting from the east (Keleti Palyaudvar) station in Budapest), about 500 meters north of the Abaliget railway station. The tunnel is 468 meters long, and the line which passes through it is standard gauge, single track. The mountain, which is of sandstone, rises to a maximum of ninety meters above the tunnel.

B. Plans for new railway line from Satorajaujhely to Kosice (Czechoslovakia).

1. Under Soviet sponsorship, the Hungarian and Czechoslovakian state railways have begun working on a project for the construction of a new railway line from Satorajaujhely to Kosice (called ~~Kassa in Hungarian, Kaschau in German~~). These negotiations are in a preliminary phase.
2. The line, at least according to early rumors, will run from Satorajaujhely through the valley of the Bozsza River, following the course of the river. In the area around Fuzerkomlos, the line will cross the volcanic mountains of Tokaj-Eperjes, at which point the border is located. On Czech territory the line will proceed through the valley of the Tarca River as far as Kosice.
3. This project is just a small part of a vast undertaking which the Soviet and Czech railways have been negotiating for a long time.

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As the transport lines from the USSR to Czechoslovakia and Hungary become increasingly important, it becomes increasingly evident that the railway net of the Carpathian Ukraine (which is part of the USSR) ~~is~~ insufficient. Equally insufficient is the capacity of the railway stations at the Soviet, Czech and Hungarian borders. For this reason the USSR is said to have decided to strengthen greatly the railway network in the Carpathian Ukraine and to build at least one new rail line from the Carpathian Ukraine to Eastern Slovakia. At least part of the freight traffic from the USSR to Hungary will no longer be routed via the Cop-Zahony line, but will go by way of Eastern Slovakia. The new line from Satorajauhely to Kosice would represent an efficient connection with this new line to the USSR.

C. Railway station at Papa.

1. The railway station at Papa has been rebuilt during the last few years, to repair the damage caused by the war, and the technical equipment has been completely modernized. Previously switching had been hand-operated, but now at both the east and west exits of the station two small automatic switching towers, modeled after the English system, have been installed. The distance between the two towers is 850 meters.
2. In the railway station itself the length of the tracks for passenger traffic is 500 meters. Between the single tracks there are platforms; the edges which face the train are reinforced by cement beams. There are no underpasses; to reach the platforms passengers must cross the tracks. All platforms are covered except that between tracks #4 and 5.
3. To the west of the station the ground is lower than the station itself and than the surrounding territory to the north, east and south. This area is exposed to floods from the Tapolca River. Even when the river is not overflowing, the ground is marshy because of water underground which rises to the surface. In the months from November to March the area is always under water. The railway lines to Szany and Celdomolk, once outside the station, are elevated one meter. Between these two elevated stretches (which are about 300 meters apart), a system of canals has been put in which permits the water to flow in a northerly direction. There is no danger that the station will be flooded because it is four meters above the marshy ground.
4. Grade crossings of highways and railway tracks are not equipped with safety gates or traffic lights.

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5. A sketch of the Papa station is attached.

D. Construction of a Railway line (secondary) from Vac to Mt. Nagyszal.

1. During the past year a new secondary railway line has been built from Vac to Mt. Nagyszal. The new line starts at the freight yard in Vac, runs first in a westerly direction and, after forming an arc, proceeds north to Mt. Nagyszal.
2. The line was built under the provisions of the current three-year plan, which also provided for the construction north-west of Vac of a new cement and artificial stone factory, which will be the largest of its kind in Hungary. During the construction work, the Ministry of Defense asked that the line be brought up to the foot of Mt. Nagyszal, to assure rail connection with the munitions factory located there. The State Planning Office, upon receiving this request from the Defense Ministry, authorized the Hungarian State Railways to extend the line. It now ends opposite this factory, which is partially underground.
3. The new secondary railway line is standard gauge and single-track all the way. At the munitions plant four spurs have been installed with a capacity of 5 to 6 cars each. A roof has been built over this loading area, so that loading and unloading operations can go on in spite of weather conditions.
4. The connection between the site of the new cement and artificial stone factory and the secondary line has not been completed, but will be as soon as construction work on the factory has reached an advanced stage.
5. No further extension of this line is contemplated. In order to carry out the extension in question, which presents enormous technical difficulties, it will be necessary to make a tunnel through Mt. Nagyszal (perforare il massiccio).

E. Construction of a new Railroad Bridge on the Drava, between Gyekenyes (Hungary) and Botovo, near Koprivnica (Yugoslavia).

1. The railroad bridge on the Drava between the Hungarian railroad station at Gyekenyes and the Yugoslav station at Botovo, near Koprivnica, was destroyed during the war and is now to be replaced by one which is wider and has a heavier capacity. The new bridge

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will not only be a railway bridge but will also have motor vehicle and pedestrian lanes.

2. When the bridge is finished, a second railway line will be available for traffic between Hungary and the port of Fiume. Up to now all traffic from Hungary to Fiume and Trieste (or in the opposite direction) was carried on the Budapest-Nagykanizsa-Murakeresztur-Kotoriba (Yugoslavia) line, whereas now this traffic will be able to proceed on the Budapest-Pusztaszabolcs-Retszilas-Dombovar-Gyekenyes-Koprivnica (Yugoslavia) line.
3. The new bridge is being built by the Hungarian and Yugoslav railroads in collaboration, on the basis of a mutual agreement according to which each of the countries will build on its own territory.
4. The frontier between Hungary and Yugoslavia at this point follows the Darva. The part of the bridge on Hungarian territory will be built by the bridge construction section of MAV (Hungarian State Railways) while the part on Yugoslav territory will be built by the Yugoslav bridge-building company "Vladimir Gortan" of Zagreb. The bridge will be steel and will be supported on piers of reinforced concrete, two on the banks and two in the river bed. The work on the piers is already advanced, and they were scheduled to be finished toward the end of fall 1959. The steel part of the bridge will be mounted in the spring of 1960. The bridge will be open for traffic before the end of 1960, and railway traffic on the Gyekenyes-Koprivnica line will begin again.

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